

Series I
Correspondence,
1932-1973

Box 1, Folder 26

August 30, 1945
- September 14,
1945

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ComMTRonsPacFleet
c/o Fleet Post Office
San Francisco, California

30 August 1945.

Dear Orem:

This is another one of these thank you notes to thank you for the two copies of the United States News which you sent me and which contained information concerning the various conferences which our Nation has attended.

I am a subscriber to the United States News and yet, in recent months, I have not only not received my subscriptions, but I have not received these special issues which you kindly sent me. It is possible that my subscription has run out, but I have received no notification in recent months if that is so. I think that the United States News is a very fine magazine, and I have subscribed to it since those early days when it was simply a small newspaper. I hope that, after the war, it will be in sufficient demand to maintain its life.

Things have changed very considerably out here because, with the war over, there is a certain amount of relaxing with everyone. It is not a question of bravery or lack of bravery, but any one who is in a dangerous area can not fail to have, within himself, some feeling of possible danger to himself, even though he doesn't think of it and doesn't realize that he has such a feeling. However, many people have told me that they have felt quite a let down, and I imagine that that is the answer.

I am still here at Leyte waiting until some final decision has been made concerning my boats for future use, although I, personally, think that they will be and should be decommissioned and, in many cases, destroyed as of no further value to the Nation.

There is considerable interest among everyone here concerning demobilization, and I would say, from the attitude of everyone, that the present demobilization plan is sound. On board ship I have had quite a number of the men say that they weren't too excited about getting back home yet because they had made plans and had expected to be out here at least one year more. Therefore, they said, to remain a few months without any danger whatsoever was, to them, quite a simple thing, and they were reconciled to it. I believe that most of the adverse comments noted came from the people at home who wanted their sons and husbands home, rather than from the men out here. As a matter of fact, many of the men here would like to go into the Occupation forces, at least for a while, because to do so is a great honor.

I haven't yet heard from Admiral Giffen, but I see that he has been made Commander Service Forces, Atlantic, so I presume that my letter to him has gone the way of all flesh, and may get to him some day and, also, may not. I have not yet, for example, received all of my Christmas mail. Things have been sent to me, one of which was this famed book "Forever Amber", and I have never received them at all. I am not criticizing the mail deliveries in the Pacific at all, as I think that they have done a very remarkable job in getting mail to

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us. We received a considerable amount of mail, particularly air mail, during the Okinawa battles, which was very pleasing to everyone. My difficulty is that I have changed my address in the past year from the Minneapolis to CinCPac Staff, to the Louisville, to the California, to the Tennessee, to Com-MTBronsPacFleet, and the mail is laboriously catching up with me. Now, should I happen to go to Japan, I don't know if I will ever get that which is due me.

I know that you, as Flag Secretary, have been very helpful to Admiral King, and I want to take this opportunity of telling you so. I wrote an officer on Admiral Nimitz' Staff the other day that an aide can be of great value or can be a hindrance to his commander, and I have no doubt but that, in your case, the former has been very much in evidence.

As a final "aloha" to you, I want to extend for the forces afloat, to you and to your Staff, and this includes the Wave Lieutenant Wadsworth who looked out for me when I was there, and the red haired Miss Stevens who did my stenography for me, our deep appreciation of their labors, and to assure them that their work there contributed far more heavily toward victory than they would imagine.

Many thanks again for your thoughts of me. With best regards, as always,

Very sincerely yours,

R. W. BATES
Commodore, USN

Captain Howard E. Orem, USN
CominCh Staff
Navy Department
Washington, 25, D. C.

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30 August 1945.

Dear Spike:

I cannot begin to tell you how gratified I was when I received a letter the other day from you, which announced that you had awarded medals and commendation ribbons to the officers and men of the MINNEAPOLIS, somewhat as I had recommended. I honestly feel that every officer and man nominated by me for an award thoroughly deserved it and, therefore, your interest in pushing through the awards is very much appreciated.

In this connection I should like to bring up another matter concerning the MINNEAPOLIS for a moment. About one month ago I sent you a letter by special messenger suggesting that the MINNEAPOLIS be recommended for a Presidential Citation rather than for a Navy Unit Citation. The enclosed listing will indicate most of the operations in which she served and you can see from them that she did a heroic part in this war. I realize that you are very busy and that the MINNEAPOLIS does not loom up very large in your affairs at present, but if and when you get the time, you will advise me concerning her, I should appreciate it. Frankly, she should receive some award; probably with more right than almost any other ship -- although it is quite possible that the PORTLAND has an equal right.

Now that the war is over, I want to again congratulate you on your share in the victory. There can be no doubt but that your work in the Bureau of Ordnance has paid enormous dividends towards victory and, I think, there is little doubt but that you will go down in the annals, as probably the most able Chief of the Bureau of Ordnance in all of its history.

Likewise, your work in the Amphibious Forces, if Okinawa is any criterion, indicated to everyone your natural ability as a Commander. I wrote you about this before and, if you don't mind repetition, I say again that I thought your work in that last campaign was "Damned well done".

I noted, in looking over the letter which I sent you, that I had made the statement there that Admiral Deyo asked me to run things for him. That, of course, is not entirely true. Admiral Deyo ran his own show and ran it quite well. He asked me to run his Staff and to advise him in view of my knowledge and experience gained through two years of combat.

He recommended me for a Legion of Merit and stated the above in his citation - a copy of which he sent to me. It was nice of him to recommend me and I shall be glad to get it, should it be approved, for Okinawa was tough. As I was only serving with Admiral Deyo in a temporary status, I have no doubt but that he felt that I was entitled to recognition. I hope that you agree.

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30 August 1945.

Many thanks again for your kindness in looking out for the MINNEAPOLIS awards, and with congratulations again in your own contribution towards our victory over the Japs, I am as ever,

Very Sincerely Yours,

R. W. BATES

Rear Admiral W. H. P. Blandy, USN
Commander Cruisers and Destroyers
c/o Fleet Post Office
San Francisco, California

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SUMMARY OF MINNEAPOLIS (CA36) BATTLE EXPERIENCE

December 7, 1941 - 21 March 1945

- 7 December 1941 - Off Pearl; made two trips to Wake Island, 15 December and 24 December. Recalled from second trip.
- February 1942 - Bougainville strike. Got one plane.
- 10 March 1942 - Screened carriers in raid on Lae and Salamaua.
- 4-7 May 1942 - Battle of the Coral Sea. Credited with four planes. Rescued Lexington survivors.
- 3-8 June 1942 - Battle of Midway - screened carriers.
- 7 August 1942 - Original landing on Guadalcanal, supported carriers.
- 23-25 August 1942 - Battle of Eastern Solomons.
- 31 August 1942 - With Saratoga on second torpedoing. Towed while carrier launched planes.
- 12-18 September 1942 - First reinforcement of Guadalcanal.
- 20 October 1942 - Occupation of Funafuti.
- 30 Nov. 1 Dec. 1942 - Battle of Tassafaronga. Flagship of force that turned back final Jap landing attempt against Guadalcanal. Took two torpedo hits - excellent damage control saved ship when it appeared to be sinking. Kept main battery firing after ship was badly damaged. Numerous hits on 2 targets, one of which, a transport, sank.
- 5-6 October 1943 - Bombardment of Wake Island. Received moderate return fire and was straddled.
- 20 November 1943 - Furnished fire support during invasion of Makin Island.
- 4-5 December 1943 - AA Action against many torpedo planes off Kwajalein. Minneapolis was part of carrier force, did not claim any planes. Attack lasted for many hours. Lexington torpedoed.
- 30 Jan 5 Feb 1944 - Bombardment of Taroa Island and participation in securing Kwajalein. Minneapolis received moderate return fire at Taroa, and was straddled. Also received fire at Engebi Island. (Kwajalein group). Silenced with 8" and 5" batteries. Protected the San Francisco and the Franks, both under fire.
- 16 February 1944 - First Truk raid and subsequent surface engagement. Sank with gun-fire one Jap CL and one DD, assisted by Iowa, and New Orleans. Two other small craft were also destroyed by U.S. Ships. Minneapolis was under gun fire from Cruiser from where she was forced to take evasive action to avoid two enemy torpedoes which passed very close. She was also under minor air attack.

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- 21-22 February 1944 - AA Actions near Western Marshalls and Marianas. Minneapolis possibly shot down one plane. Participated in carrier raid on Saipan and Tinian.
- 29-31 March 1944 - AA Actions near Palau during carrier raid.
- 22 April 1944 - Screened Fast Carrier Force supporting landings at Humboldt Bay.
- 30 April 1944 - Bombardment of Satawan.
- 14-15 June 1944 - Furnished fire support during invasion of Tinian.
- 15 June 1944 - AA Action off Guam. No planes destroyed by Minneapolis.
- 19 June 1944 - Sustained near miss during air attacks near Guam. Minneapolis believed to have shot down two planes for sure.
- 1-8 August 1944 - Furnished fire support during Guam invasion.
- 12-26 September 1944 - Furnished Fire Support during invasion of Palau.
- 18-24 October 1944 - Furnished Fire Support during invasion of Leyte. (Encountered enemy suicide attacks).
- 20-28 October 1944 - Various AA Actions in Leyte Gulf.
- 24-25 October 1944 - Surface Action in Surigao Strait. Minneapolis reported scoring hits on several targets and was under fire of one apparent Jap BB.
- 6-26 January 1945 - Furnished fire support and acted as covering fire during occupation of Lingayen. (Encountered enemy suicide attacks).
- 21 March - - Occupation of Okinawa (Encountered suicide planes).

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1 September 1945.

Dear Dick:

Your letter of a few days ago was received in due time and I was very glad to hear from you and to know that everything is well with you.

I was quite interested to hear what you had to say about remaining in the Army Air Force or getting out of it. I agree with you that it is a matter that you alone can solve. However, I may be able to give you some advice which may help you in making your decision. In giving you this advice I want you to know that I think that the reason you can't think of anything that you want to do is pure fatigue. You are tired from the strain of flying and, until the strain has worn off, you will still find most thoughts uninteresting.

In the first place, I went over to the Thirteenth Air Force and saw Colonel Leuhman, the Chief of Staff, and some Major who was G-1. I told the Major what rumors were flying around your Base at Palawan and he said that they were not correct. He said that, even though you did sign, you would not be granted sixty days in the States or even thirty days; but would, instead, be kept out here for the present. He said that you did not have enough points to go home and that they did not plan to send anyone with your limited number of points back to the States.

He also said that there was a movement underway to ascertain the number of airmen that wished to remain in the Army after the war and that all officers were now being requested to indicate whether they wish to remain or to get out. Once an officer has submitted a statement in this regard, his Unit Commander indicates on it whether he thinks that the officer concerned should or should not be chosen to remain in the Service. In other words, should you request that you be allowed to remain in, your Unit Commander might recommend disapproval of your request; or should you request not to stay in, your Unit Commander might recommend that your request be disapproved and that you be retained in the Army. Your papers would then be forwarded to the Thirteenth Air Force Headquarters for screening by a board there, and then to Washington for a final screening.

You are in a very ticklish situation. You are engaged to be married, you haven't fully finished college, you don't know whether or not you want to remain in the Air Force - or whether the Army will retain you if you want to stay, and, finally, you realize that if you do get out of the Service you will have to make some very serious decisions almost immediately.

You know that if you go home you will probably be married right away. Should you remain in the Army Air Force that would be all right. But if the Army won't take you, and you are married, what are you going to do then?

I think that if you don't remain in the Army, you would be smart

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to complete your education because today nearly everyone is being educated. This is especially so now because the Government is going to help out. The result of this will probably be that jobs will be difficult to obtain unless one has had an adequate education. So, you must consider that, if you don't remain in the Army Air Force, you should go back to College. Otherwise, you may have to accept some relatively unimportant job in which you may find difficulty in advancing because of the heavy competition you will meet from others who have completed their education.

All of the above adds up to this -- you must first make a decision as to whether or not you wish to remain in the Army. Having made that decision the rest becomes easy or hard depending on what your choice is. Should you desire to remain in the Army and should the Army want you, you will probably be re-educated by the Army, reassigned another rank, although in this case it will probably be what you have now, and your future will be reasonably smooth. On the other hand, should you not desire to remain in the Army or should the Army not desire to keep you, you should, in my mind, go back to College and finish your course there. The Government will, I think, provide \$60 per month and the necessary collegiate tuition.

Whether you get married or not is a matter between you and your father, and your bride and her father.

It may be helpful for you to know that the G-1 Major said he thought you would be smart to put in for the Army Air Force now, for if you get it, you could probably quit later should you want to, but if you quit now you may never get another chance.

I am still where I was before so, if you get down this way, come and see me as I think my chances of getting to Japan are not very great at the present writing. However, in any case, don't come until the end of next week as I may have to make a trip South for a few days.

With best wishes to you and with congratulations on your share in the war -- for 28 missions against the enemy are not to be sneezed at -- I am as ever,

Your Affectionate Uncle,

Second Lieutenant Richard J. Bates, T-4021
69th Bomb Squadron (M)
APO 719, Unit 1
C/O Postmaster
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

7 September 1945.

Dear Searles:

There is a relief on route for you somewhere who will presently be in Okinawa. At last reports it was slated to be Lieutenant Commander Frank B. Gass. Whether he will finally relieve you or not I do not know, as the question of points enters and it is possible that he has adequate points, although not probable. However, on the presumption that he will be there to relieve you, I am writing this note to bid you "aloha" should you go.

I want you to know that I am very pleased with what you have accomplished at Okinawa and the Ryukyus. I don't believe that anyone could have done any better than you seem to have done, and very probably not quite so well. The work of Squadron 31 in the Ryukyus Area has been first-class and has maintained thoroughly the high standard which the Motor Torpedo Boats have attained in many other areas. I think that you have every right to be proud of your performance up there and I have received with satisfaction your commendations from the various Commands which you have supported. All of them indicate what everyone has long known — that J. M. Searles is a fine fighting man.

I have been so satisfied with what I have known of the Motor Torpedo Boat Fleet, although I have not had too much to do with it, that I sent out a message of appreciation on the day of the signing of the treaty of peace on the MISSOURI. I hope that your Command has received it but there seems to be so much difficulty in communicating that it is quite possible that you have not. I, therefore, am requesting the First Lieutenant of the PORTUNUS, who is here, to take you back a copy of it for publication to your Command.

I should like very much to be up there with you and I had hoped to be there but the rebuilding of my Flagship was so delayed, and the situation to the North developed so slowly, that I was forced to remain here where I am and where I will probably remain until we arrive at a decision as to the disposition of our Fleet.

Once again I want to say good bye, if I don't see you, and should you go out of the Navy I desire at this time to thank you very much for your able and efficient service to the Flag.

Very Sincerely Yours,

R. W. BATES,
Commodore, USN.

Lieut. Comdr. J.M. Searles, USNR
Squadron Commander
Motor Torpedo Boat Squadron THIRTY ONE
c/o Fleet Post Office
San Francisco, California.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander.

7 September 1945.

MEMORANDUM FOR CAPTAIN PARKER

1. This memorandum will serve to introduce to you Lieutenant Commander J. S. Bonte, USNR, Operations Officer of my Staff. I am sending him to you to discuss with you the status of the historical problem recently presented to me as Commander Motor Torpedo Boat Squadrons Pacific Fleet.
2. So far as I know there is absolutely no history written to date on the Motor Torpedo Boats, although from time to time narratives have appeared in the press of the type "They Were Expendable".
3. I have received a letter from Admiral Kalbfus in which he states he is handling all of my historical problems in Washington and has indicated that all that he requires from me is a final review of the narrative. Lieutenant Commander Bonte is carrying with him this correspondence and I hope that you will have time to look at it and advise him.
4. My flagship is the ACONTIUS, as you perhaps know, and I have had the files transferred here from Bougainville, the previous headquarters. The only files which arrived are those beginning 1 January 1944. I do not know where the remaining PacFleet files are and I am asking Lieutenant Commander Bonte to stop at the CYRENE, the flagship of the Commander Motor Torpedo Boat Squadrons Philippine Sea Frontier, to see if he has any knowledge of these files and the status of these files. Also, Lieutenant Commander Bonte is to investigate at Pearl to see whether any of the files are there.
5. No history can be written without files. The amount of fighting, etc., done by PacFleet has been limited since about May 1944. As you know, most of PacFleet was transferred to the SoWes Pacific for combat in that area and the Seventh Fleet took over the load.
6. This Command was reactivated in May of 1945 and there is a completely new Staff on board with the exception of the Supply Officer, Lieutenant Everest. None of the officers have any knowledge of the location of the files, nor of the operations which PacFleet undertook, except from the limited viewpoint of their own Squadron.
7. I am very anxious to know exactly what I am supposed to do in the light of all of this correspondence, and I ask you the same question that I asked Admiral Kalbfus "Am I right in assuming that the history of the PT boats is adequately covered and requires nothing from me excepting advice on occasions".
8. I have not as yet located any historians in the PacFleet because most of the officers are 25 or younger and there seems to be no

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MEMORANDUM FOR CAPTAIN PARKER

historians among them. Commander Buckley seems to be the lone newspaperman among them and he is in the Philippine Sea Frontier.

9. You will note that Admiral Kalbfus refers to the Administrative History, the Operational History and a Popular Story of the Motor Torpedo Boats. There is no difference in Admiral Kalbfus' mind between the Motor Torpedo Boats of the Seventh Fleet and those of the PacFleet. I am the Type Commander for both fleets.

10. I hate to be a nuisance to you or to unduly load you with a lot of questions which may seem simple to you, but from here at this end they do not seem simple at all as my letter to you plainly indicates.

With warmest personal regards I am, as ever,

Very sincerely yours,

R. W. BATES.

Captain R. C. Parker, USN (Ret.)
Staff - CinCPac
c/o Fleet Post Office
San Francisco, California.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander.

7 September 1945.

Dear Hamachek:

As I signed your papers this afternoon which were to release you from active service, I had a distinct feeling of regret that the Navy was to lose your services.

I have watched the progress of Squadron 39 since the arrival of the first four boats in this area and I have noted with interest the high degree of efficiency and the eagerness for combat which the personnel of each boat and division maintained.

I know that you regret that you did not have an opportunity to lead this fine Squadron of yours into battle, but I think that we both agree that it is better that such combat did not occur, as there is little doubt but that some of your boys would not have returned.

I want to thank you very much for your loyalty and devotion to the job at hand and I know that had you met the enemy, Squadron 39 would have displayed the fine characteristics of its Commander.

In bidding you good bye I wish you all happiness in the future and I want to thank you personally for your able and efficient service to the Flag.

Very sincerely yours,

R. W. BATES,
Commodore, USN.

Lieutenant Russell E. Hamachek
Squadron Commander
Motor Torpedo Boat Squadron THIRTY-NINE
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

8 September 1945.

Dear Admiral Ingram:

Now that the war is completely over and the Japanese seem to be behaving themselves, I am taking this opportunity of writing a letter to one whom, I think, has had considerable to do with our victory in this war on both oceans.

Many years ago, when I was a young Midshipman endeavoring to play football, there was a young Assistant Coach who had the high regard and respect of the entire Brigade of Midshipmen. That young Assistant Coach was none other than yourself and I can well remember your yelling to me "Go get 'em, little fellow". We were all devoted to you.

Much has happened in the world since then, not the least of which was, of course, our second World War where you burst into the limelight with a resounding crash as Vice Admiral in the South Atlantic. You enjoyed remarkable success there and to show you how delighted people were with your handling of that situation, I have heard many officers say that you personally kept South America in line and that you used to "Slap President Vargas of Brazil on the back like any other good fellow".

After your success in South America you were brought North to relieve Admiral Ingersoll and assume the four stars of Commander in Chief Atlantic Fleet. There you had the great responsibility of completing the war in the Atlantic with all its attendant enormous responsibilities, and the Navy knows that there, as well as in the South Atlantic, you excelled.

I know that you would have liked to come into the Pacific to fight here with us and I have no doubt but that, had you come, the remarkable successes which you had in the Atlantic would have been paralleled in the Pacific. However, it wasn't the will of the Nation that you should do so because you happened to be one of those who were indispensable where you were.

A lot of the success that we have achieved in the Pacific can be traced directly to your success in the Atlantic. I think that you can fully feel that we in the Pacific realize our debt to you and to your Command.

I personally feel very proud that I have known you these many years

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and I feel that I would be disloyal to myself if I did not write you, as I have, to express to you our appreciation of your accomplishments.

With warmest regards, I am,

Very sincerely yours,

E. W. BATES.

Admiral Jonas H. Ingram, USN
Commander in Chief Atlantic Fleet
c/o Fleet Post Office
New York City

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander.

8 September 1945.

Dear Admiral Hoover:

Now that the war is finally over and demobilization is under way, I want to seize this opportunity of writing to you to let you know how we, in the service, feel in the Pacific of what you have accomplished in both oceans. We know that in the Atlantic, and in the Caribbean in particular, you demonstrated very high qualities of command. You controlled the situation in that area with a firm hand and you demonstrated to all powers and, particularly to the Vichy French, that the United States, and Johnny Hoover in particular, were running the show in that area.

After your successes in diplomatic, as well as in military matters, in the Caribbean Area, you very courageously gave up your third star and came into the Pacific merely to seek action. All of us, at sea, were hoping and expected that you would be given command of one of the Carrier Task Forces because of your well-known ability in command and in the knowledge of air. However, your ability in the Caribbean was too well known in the Pacific to permit you to obtain such an assignment. Instead, you were made Commander of Air in the forward areas and there, with your aircraft, you softened the way so that the Fleet might move ahead safely. No one has excelled you in this type of warfare.

Finally, you became Commander of the Marianas Area where you continued to show the high administrative and combative qualities which have ever been associated with your name. From the Marianas you returned to Pearl to assume the duties which you now hold as Deputy Commander-in-Chief Pacific Fleet and Pacific Ocean Areas.

I cannot begin to tell you of the high regard with which my fellow officers and I hold you, and of our appreciation of everything that you have done to help us in the surface ships, to accomplish our objectives with minimum cost. I am writing this to you so that you, who wanted to be at sea, will know that those of us at sea have felt that you were at sea with us. If a subordinate may say so, yours has been a difficult task nobly done.

With warmest regards, I am

Very sincerely yours,

R. W. BATES

Vice Admiral J. H. Hoover
Staff - CinCPac
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

10 September 1945

MEMORANDUM FOR COMMODORE CARTER

1. I am sending to you via my Engineering Officer, Lieutenant Commander Colvin, USN, my reply to Commander in Chief, U.S. Pacific Fleet dispatch concerning the decommissioning of the PT Fleet. I am sorry if I appear to have delayed on this reply but I can assure you that I have not done so. As an example, anticipating this request of yours, I endeavored, before Admiral Kauffman went on leave, to obtain from him his requirements should the Japanese surrender. He wrote me a letter and said that he had no idea, and it wasn't until after he had returned from leave in Washington and had held his conference in Manila, 4-5 September 1945, that I was able to obtain his answer. Other answers have been equally difficult to obtain.
2. You will note I have received no reply, as yet, from the Ryukyus and I have just this moment heard from ComAirPac. I have, therefore, to save time, forwarded the report incomplete in this regard.
3. The report is possibly slightly thicker than you had hoped, but without information it is difficult for me to recommend the disposition of a fleet which cost about \$150,000,000. I have, therefore, presented 3 proposals and if you have the information there you will be able to make the decision that you wish or, not having that, I presume you will forward the report to Washington.
4. I have tried to make the report complete so that you and your technical people may take action immediately, if you so desire.

With best regards,

R. W. BATES

Commodore J. B. Carter, USN
CinCPac - Adv
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

10 September 1945

Dear Holmes:

With the war at an end and with your office about to be moved from Guam to Pearl and with the possibility that you may have chosen to return to the hinterland, I thought I would drop you a note to thank you for all of your kindnesses to me during the years in which you functioned as CinCPac's personnel Officer.

Yours is generally what is known as a difficult assignment and the proper handling of it has a great deal to do with the morale of many — officers in particular — passing through Pearl or Guam either way. It takes the patience of a Job, the diplomacy of a Disraeli, the courage of a Cid and the humor and common sense of a Will Rogers, to produce a satisfactory result. You are one of the few people that I know who could perform as adequately as you have without incurring hate or rancor and so I congratulate you for your achievements in this regard.

I remember when I was last over in Guam that you indicated at that time that it was your plan to seek a return to civilian life when you could, so this letter is to wish you, should you choose that assignment, similar happiness and success to that which you have achieved under the Flag of your Country.

With warmest personal regards I am, as ever

Very sincerely yours,

R. W. BATES,
Commodore, USN.

Commander W. M. Holmes, USNR
Personnel Officer (Staff) CinCPac-Adv
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

11 September 1945.

Dear Holmes:

Since writing you a letter I discovered that I would have to write you again because it appears that the fitness report, which I had supposed was submitted by Admiral Nimitz for the period from May 30, 1944 to September 16, 1944, was either never submitted or has been lost en route to or in the Department. I have today forwarded an official letter to the Commander-in-Chief U.S. Pacific Fleet asking that the report be submitted. I should appreciate your interest if you would look into this proposition for me to see what has gone wrong, as I remember that last February CinCPac was requested to fill this report out.

You may not know it, but when I went to Washington in February I discovered, to my astonishment, that my record was before a so-called Nomination Board, and on retrieving it from the Board and looking at it, I discovered that it lacked any fitness reports or special letters for combat service, and all of the dispatches which had been sent by Admiral Oldendorf and Admiral Nimitz to Washington concerning me for the period 30 May 1944 to 1 March 1945. If selection to Rear Admiral is based on records my chance under these conditions is, and has been, zero. I tried to have my record straightened out, before I left Washington, and I succeeded, in that I discovered in the files of the Communication Office, some of the dispatches - all of which were favorable to me - but I didn't discover all of them. The ones I found I placed in the record. Admiral Bieri stated that he did not recall seeing any of them.

Now to my surprise, I find that the fitness report requested at the time from Admiral Nimitz is lacking. If Admiral Nimitz is favorable to me, and, at the time I went to Washington I assumed that he was, such a report would have been of great value, particularly in view of the circumstances of my own case. Now I discover that, either it wasn't made out or that it has been lost in the Department somewhere.

May I ask your assistance in this matter so that my record may be finally completed and so that I may at least have the pleasure of having a fitness report signed "C. W. Nimitz" in my jacket.

With best regards I am, as ever

Very sincerely yours,

R. W. BATES,
Commodore, USN.

Commander W. M. Holmes, USNR
Personnel Officer (Staff) CinCPac-Adv
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

11 September 1945

Dear Duffy:

The other day I received a notification from the Department that my record is not complete and that the period May 30th to September 16th, 1944 is missing. This report should have been signed by Admiral Nimitz. This shows that my record for last year is not complete. As you will remember, I wrote to Admiral Nimitz about this and was told that the matter would be very thoroughly handled. Evidently it was not thoroughly handled at CinCPac or the fitness report is missing.

Mindful of the necessity for getting my record in tip-top shape I am asking you a question. Did Admiral Oldendorf make out a fitness report for me before or after I left to take over this new command? If he didn't will you please see that such a report is made out, and if you desire me to submit a fitness report, if you will give me the dates and send it to me, I will fill it out and return it.

This question of fitness reports for me is a very serious matter. When I went there last February I discovered that none of the dispatches which had been sent by Admiral Oldendorf and Admiral Nimitz concerning my advancement were in my record. Admiral Bierl, after I had found some of them, stated that he have never even seen them. At that time also I had no letters at all of any kind in my record from Admiral Oldendorf concerning any of the actions in which we had engaged so successfully. I am a little sore at you about that, because it was your function as Flag Secretary to see to it that the Admiral made out those letters for me. As you will recall, I prepared all similar letters for everyone under the command of Admiral Oldendorf and for whom he was responsible, and he would either sign them or rewrite them as he saw fit. However I could not be expected to write my own!

For that reason Admiral Oldendorf made out a fitness report for me in Washington which I think covered the situation very well, and for which I am ever grateful to him.

I notice in the press that Admiral Oldendorf was present at the surrender of the Japanese to the TENTH Army - that was as it should be, but I will never feel satisfied that he wasn't invited to be present at Tokyo. He is too fine a gentleman to even think about such a thing, but I feel that Oldendorf's guns and planes practically won this war by blasting the way for the troops and the planes.

0842

Finally the SEVENTH Fleet did just exactly as I had forecast. They once again refused to award the Distinguished Service Medal recommended by Admiral Oldendorf and gave me a Gold Star in lieu of a second Legion of Merit. This was in reply to the letter I wrote requesting reconsideration. However, this time they produced new reason why they didn't want to give me the Distinguished Service Medal. They said they thought it best not to give one to a Chief of Staff. I don't understand their thinking, and I am afraid they don't understand mine. I cannot understand the difference, except in my favor, between the Chief of Staff of a fighting combat force such as Admiral Oldendorf's, which constantly met the enemy in deadly battle and which, in the last two operations, lost about 15,000 men, to an operation such as the Borneo Show where there was no gunfire against the shipping and no plane or submarine attacks! I have no doubt but that the Commanders of these units are getting Distinguished Service Medals for performing a peacetime evolution.

I shouldn't comment this way to you and I don't want this letter spread around. At the same time I want you to realize the importance of the work that you have done as Flag Secretary for a fighting Admiral and I want you to feel, with me, that we actually accomplished a great deal towards victory; whatever people, in much more secure positions as regards conflict with the enemy, may think.

It is hard for people not in combat to realize the serious nature of combat or the serious and vital decisions that must be constantly made in order to insure victory, to quote my own motto "at minimum cost and in minimum time".

With warmest regards I am, as ever

Very sincerely yours,

R. W. BATES
Commodore, USN.

Lieutenant (jg) W. H. Duffy
Staff - ComBatRonOne
c/o Fleet Post Office
San Francisco, California

0843

12 September 1945.

Dear Maryly:

I have owed you a letter for some time but because of many difficulties I have not found myself in a mood to write to you adequately. Besides, before I wrote you, I wanted to have made an inspection of your Plant in Manila so that I could tell you what I thought of it.

In the first place now the war is over I want to congratulate you upon the share that your son "Wy" played in it. He is a fine enthusiastic young fellow and I have always understood that he had done very well on his battleship. There are very few officers in the Navy who underwent 3 separate enemy hits by air and torpedo and the fact that he has survived with his usual good humor shows, not only the resilience of youth, but also a sturdy background inherited by him from his father and mother. This latter heritage shows up very often very well under stress of enemy attack. I have personally, as you know, watched young Wyman grow from the twinkle in his daddy's eye to the full-fledged fighting man that he is today and, although I had nothing to do with his upbringing or training, I think that he has been a distinct credit to those who did and I am a little jealous of their success. I particularly like his devotion to his sister whom he said he would rather receive mail from than any other feminine friend. All of this reflects most favorably upon you and big Wyman because family happiness can only be achieved through family understanding.

I know that insofar as you are concerned, it is a tremendous relief to you that the war is over. You can put on a smiling face and go about your business as usual during war, but actually the fear in your heart ever remains. Even my own beloved mother was constantly worrying about me although had I been killed she shouldn't have worried too much because I have lived already a good portion of my legal life. Mothers don't count this though, they only say "this is my son" and no matter how old the son may get the differential in age remains and the association of mother and son persists - nothing, evidently, can change it - so I know that although you and Wyman too were the smiling and good-natured Taylors; inside there existed solely mother, father, and son.

I went to Manila the other day and took a look at your firm there - the Atlantic Gulf and Pacific Dredging Company. I went to your offices in town - which are really not in town at all but part of the way into the country, and then I went out to the Works themselves. Your so-called City Office is nothing but the downstairs of a building, which is a small residence down a back lane of the main highway. It is hard to locate there, and although I knew exactly where it was supposed to be, I ran up and down the Street two or three times before I could even locate the sign and the police nearby had never heard of the place.

0844

I encountered a secretary (I think he said he was the assistant secretary) but his name I have forgotten. He is a little, thin-faced, relatively unattractive man but tried to be a pleasant fellow. I took him in my car with me and went out to the Works where I saw Mr. Boni. Mr. Boni was pleasant and affable — told me that he had been three years in a Japanese prison camp, but looked well and hardy except for one eye which seemed to be somewhat crossed. The grounds of your place have a great deal of residue left by the Japanese, who evidently used the plant to a degree, and you have profited somewhat by this because there is a considerable amount of pig iron and other scrap metal there. In fact I should say that there was a great many tons of it around the buildings stacked to a depth of about 3 feet. A good part of it seemed to be rods similar to those used in re-enforced concrete.

The buildings are, I would say, about 30 percent of what they were originally and the whole place doesn't look to be very ready to do very much. A considerable amount of work will be necessary to repair the buildings and to otherwise get the place ship-shape for large operations.

Your factory was operating with a very limited force who seemed to be doing all right. Your big melting furnace was completely out of commission, having been made so by the Japanese, but one of your smaller melting furnaces seemed to be all right. It appeared to me as if you could do a reasonable amount of small foundry work but I don't think that anything large could be attempted now without suitable melting furnaces. The pattern makers were working frantically and all of them seemed busy.

Your machine shop seemed in fair shape but only a part of it was in operation. I was told that the Japanese had removed a considerable number of your machine tools to other parts of the City of Manila and that they were looking for them now. The remainder of your machinery appeared old and not too well kept up and the indications were that they were badly worn so that accurate results would be doubtful.

Your structural shop seemed fairly busy and they were doing a lot of minor work for the Army. At the time I was in there, they were endeavoring by heat, to straighten out some big girders which had been assigned to them. Your structural shop shouldn't require too much to make it fully ship-shape.

Your Marine Railway has been completely demolished by the Japanese.

When I was in the plant, Mr. Boni said there were about 200 workmen employed and I will say this for them — they all seemed reasonably busy. While I was there I met an Army officer from somewhere around your area, with the engineers, who was looking over some work there. This Army officer was a reserve captain of engineers who, in peacetime, was connected with the City Gas and Electric.

Pacific

0845

12 September 1945.

The relationships between everyone there, from what I saw, were excellent.

Manila is in terrible shape. I can't imagine any place being more devastated in its important areas, than is Manila. After having seen the devastation wrought in town — and as a matter of information your offices and shops on the waterfront have been completely demolished — I would say that you are fortunate that your plant is located where it is. Compared to the rest of the City, it is in pretty good shape. You require new roofing in part, a good clean up around the place, certain new machinery and a source of power which, at present, is heavily lacking.

There is an enormous amount of work to be done in Manila and I haven't any doubt but that your firm should be able to do its fair share. They told me in the area, and this wasn't told me by your own employees, that your firm was one of the biggest out there before the war, and had an excellent reputation for the quality of its workmanship.

So much for that. If I can look up anything more for you on this subject I will do so if I return to Manila but I cannot guarantee, of course, that I will be back there very soon although the chance is that I may be. I don't like to fill this letter with so much talk about your Works because I understand that your president, Mr. Gomez or some such name, is back in the States. However, with all respect to Mr. Gomez, it is often possible for the representative to exaggerate in one way or another his difficulties or his successes. I don't know Mr. Gomez and I don't know what he has said and so I have expanded a little here for your inside information.

I shall be interested to hear from you relative to what you are planning to do with your young son. Is Wyman planning to remain in this great organization of ours or is he planning to go out into the wicked world like Sir Galahad and pit his knowledge and experience against the lions of the field? Whatever he does I know will be done well.

With warmest personal regards to you and to big Wyman and again expressing congratulations on the end of the war and on the safe return home of your son I am, as ever

Your old friend,

R. W. BATES,
Commodore, U.S. Navy,

Mrs. Wyman Taylor
129 Gilford Road
Piedmont, California.

0846

MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

14 September 1945

Commander T. G. Warfield
Motor Torpedo Boat Squadrons Training Center
Newport (Melville), Rhode Island.

Dear Warfield:

I have received your recent letters with great interest and had not the war ended, I am sure your future letters would have been equally interesting and helpful to us here.

However with the war at an end, the PT Fleet, except for the few which will probably be retained, will be decommissioned and further information from this source will be lacking.

I have been highly interested in the multifold activities which your organization seems to embrace and if I am in doubt, Walsh generally can explain it. Your assignment had the earmarks, therefore, of being extremely interesting and important and I congratulate you that you were chosen for that assignment. Your letters to me indicate that you well understand your problems.

With relation to the questions which you sent me in your letter of 21 August, I am inclined at present to comment as follows:

- (a) I think that in the future it will not be necessary to give pre-PT training to anyone excepting motor machinist's mates as you suggest. There is getting to be a greater and greater belief in this area, which I am fostering, that PT replacement personnel should come from the Fleet and not from Melville. The reason for this is that most men are readily able in a short time to adapt themselves to the few simple things on a motor torpedo boat. At any training station there should be training in rifle and automatic weapon use, and it is my belief that we may be able to effect that in future training. The big item, however, is discipline and I think that there has been considerably more of that on the bigger ships than within the PT Command. Many of the PT Boat Captains and Squadron Commanders have indicated the same thought to me; i.e., that personnel from the big ships or from the main Fleet will readily fit into the PT Boat Fleet providing they do not get sea sick or suffer from claustrophobia.

0847

- (b) We don't need any more tenders in this area and I seriously oppose any PT tenders, including the CHIRON (AGP-18), being sent out here as we are preparing to demobilize to a greater or lesser extent.
- (c) Continued advanced training is not necessary for officers ordered to motor torpedo boats.
- (d) Familiarization training is not necessary but is advisable.
- (e) I thoroughly concur with your recommendations on the subject of fitness reports. I personally believe that it might be well in the selection of squadron commanders to:
 - (a) Nominate ^a ~~my~~ group of available officers to the Bureau and let the Bureau choose on the record, or
 - (b) Have the Bureau nominate from the records and then let Melville indicate service opinion to the Bureau in the cases of those nominated. Then let the Bureau choose. However Melville should have the right to nominate anyone whom service opinion indicates is worthy.
- (f) Thoroughly concur with your (f). However the question of who is to select the personnel as instructors or students is of importance. The forces in combat should have a right to make recommendations.

I hope that you have received my Aloha message to the PT Fleet and that it met with your approval. Out here I have had many expressions of pleasure from other commands and PT officers have asked me to sign a copy for them.

I haven't had much to do with the war as a PT Commander, so I can appreciate the work of those who did.

Best to you.

Sincerely yours,

R. W. BATES
Commodore, USN.

0848